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GILMORE, C. L. *Government lands and how to obtain them; a digest of the rules and regulations governing entries.* (San Francisco: Hicks-Judd Co. 1911. Pp. 21. 25c.)

HAGGARD, R. H. *Rural Denmark and its lessons.* (London: Longman's. 1911. \$2.25.)

To be reviewed.

LEVY, H. *Large and small holdings. A study of English agricultural economics.* Translated by RUTH KENYON. (Cambridge: Cambridge University Press, imported by Putnam's. 1911. Pp. viii, 249. 10s. 6d.)

To be reviewed.

SAWARD, F. E. *The coal trade.* (New York: The Coal Trade Journal. Pp. 190. \$1.50.)

The thirty-eighth annual edition; author is editor of *The Coal Trade Journal.* It contains a review of the trade for the past year.

WALTER, A. *The sugar industry of Mauritius.* (London: Humphries. 1911. Pp. xvi, 227. 12s. 6d.)

WATERIDGE, F. W. *Prosperous agriculture and home life.* (London: Sonnenschein. 1911. Pp. 263. 4s. 6d.)

## Manufacturing Industries

### NEW BOOKS

KNAFF, A. *Beiträge zur Geschichte der Eisenindustrie an der mittleren Sieg.* (Düsseldorf: Verlag Stahleisen. 1910. Pp. 83. 3 m.)

LINCKE, B. *Die schweizerische Maschinenindustrie und ihre Entwicklung in wirtschaftlicher Beziehung.* (Frauenfeld: Huber & Co. 1911. Pp. vii, 218. 4.50 m.)

To be reviewed.

NIEFIND, W. *Die Existenz grundlagen der Mittelbetriebe in der Berliner Maschinenindustrie. Eine wirtschaftliche und sozialpolitische Wanderung durch das Berliner Gewerbeleben.* (Berlin: A. Cohen. 1911. Pp. vii, 88. 0.75 m.)

SALZMANN, F. *Die Papierindustrie.* (Berlin: F. Siemenroth. 1911. Pp. vi, 166. 3.50 m.)

## Transportation and Communication

*Die Entwicklung der Grossen Berliner Strassenbahn und ihre Bedeutung für die Verkehrsentwicklung Berlins.* By EDUARD BUCHMANN. (Berlin: Springer. 1910. Pp. viii, 140. 2 m.)

This monograph is a comprehensive study of the Berlin Street Railway Company and the transit problems of that city. After

tracing historically the growth of the system in control of the surface lines from the days of horse-cars to the point where electric surface facilities have become inadequate, the author treats topically the franchise history of the company, its finances, labor conditions among its employees, the fare policy and the relation of street-railway development to the growth of the city. The last third of the book deals with the difficulties in the present situation—the congestion of street-railway lines on account of the limited number of available thoroughfares from one section of Berlin to another, the irresponsiveness of the monopoly owning the surface lines to urgent public needs, the want of harmony and coöperation in the transit policies of the city and its independent suburbs, the problem of coöordinating surface railways with rapid transit elevated and subway lines, the obstacles to progress arising from the claims of the surface company for damages on account of losses occasioned by the construction of rapid transit railways, and the uncertainties as to the duration of the franchise rights of the company.

Dr. Buchmann's work is devoted specifically to the problems of Berlin. It deals only incidentally with the general problems of transit planning, the questions of franchise policy, and the merits and demerits of municipal ownership or operation. The book is, however, none the less instructive to the American student. It reveals in Berlin's history greater concern than was usual with us for the interests of the city. This is exemplified in a relatively short-term franchise policy on the part of the municipal authorities, in provisions for the reversion of the road-bed to the city, for compensation for the use of streets and profit sharing, and for favorable treatment of employees. The reader will miss a discussion of graft as a factor in railway history. On the other hand, there is illustrated in Berlin's experience the difficulty of handling transit problems expeditiously and with effectiveness under a system of divided if not conflicting authority in the granting of franchises and rights. Most impressive, however, is the impossibility of securing a unified and systematic development of transit facilities through the agency of a private monopoly, entrenched behind its franchises and naturally more concerned with dividends than with public needs.

The chapter on the labor force merits attention from students not concerned primarily with transit problems. Here is described a re-

markable number of agencies concerned with the welfare of the employees and their families, not only compulsory governmental activities, but voluntary organizations initiated either by company or by the workers. These embrace insurance against sickness, old age, disability, accidents and death, a pension system, emergency relief, loan funds, vacation camps, a building association, and similar institutions.

The book contains a bibliography and index and a statistical appendix covering important financial and traffic data for the period 1872-1909.

H. G. FRIEDMAN.

*New York City.*

#### NEW BOOKS

BRIGHT, C. *Imperial telegraphic communication.* (London: King. 1911. 3s. 3d.)

Describes the various systems of cable communication, and in the appendix gives a table of rates. Author advocates uniform and lower rates in the interest of imperial unity and trade.

CAMPAGNAC, C. *Le port de Cette. Son rôle économique, son avenir.* Preface by B. Nogaro. (Montpellier: Coulet et fils. Pp. 264. 5 fr.)

ESCH, R. *Über den Einfluss der Geschwindigkeit der Beförderung auf die Selbstkosten der Eisenbahnen.* (Jena: Fischer. 1911. 3 m.)

A technical and economic study based on the experience of the State railways of Prussia and Hesse.

HARTNELL, F. S. *All about railways.* (New York: Cassell & Co. 1911. \$1.50.)

HOWELLS, C. S. *Transport facilities. In the mining and industrial districts of South Wales and Monmouthshire.* Publications of the Department of Economics and Political Science in the University College of South Wales and Monmouthshire. Edited by H. STANLEY JEVONS. (London: P. S. King & Son. 1911. 2s.)

Contents: the South Wales coalfield; contour of the country and its effect on transportation; routes in relation to surface features; canals; railways; seaports; The Taff Vale fusion scheme.

HUART, A. *Les ports de commerce français.* Préface by M. DANIEL BELLET. (Paris: Berger-Levrault. 1911. Pp. xxi, 240. 2.50 fr.)

LAPORTE, P. *Etude sur les causes de l'infériorité des ports de commerce français.* (Paris: R. Chapelot. 1911. Pp. 65.)

ROSCHER, M. *Die Kabel des Weltverkehrs, hauptsächlich in volkswirtschaftlicher Hinsicht dargestellt.* (Berlin: Puttkammer & Mühlbrecht. 1911. Pp. x, 240, map. 6.60 m.)